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PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomachs and  
Diabetics.  
Per doz. quarts... \$7.25  
Per doz. pints... 4.65  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

GRAND PRIX PARIS 1900  
The Highest Possible Award.  
JOSEPH  
GILLOTT'S  
PENS  
Of Highest Quality, and having  
Greatest Durability are there-  
fore CHEAPEST.  
The Only Award Chicago, 1893  
[91a]

No. 14,464 號肆十陸百肆千陸萬壹第 日叁初月柒年十叁緒光 HONGKONG, SATURDAY, AUGUST 13TH, 1904. 陸拜禮 號叁拾月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

**WATSON'S PRICKLY  
HEAT LOTION**  
IS A FIRST-RATE PREPARATION.  
IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.  
**A. S. WATSON & CO.  
LIMITED,**  
MANUFACTURING-CHEMISTS.  
ESTABLISHED A.D. 1841. [a1381]

**CUTLER, PALMER  
& CO.'S**  
PRICES \$11.00 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO., Hongkong. [a46]

**VICTORIA CYCLE EMPORIUM**  
We are Sole Agents for the following:-  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand  
for sale. Also a large assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS fitted with PNEUMATIC  
TYRES and RAIL ROAD CYCLES.  
OUT. Everything in the trade always kept in  
stock. First-class workmanship guaranteed in  
all branches of the business. Re-ensembling a  
speciality.  
H. S. ABDULLA,  
43 & 44, Queen's Road East.  
[a6a]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
Casks of 37 1/2 lbs. net \$5.00 per Cask ex Factory.  
Bags of 250 lbs. net \$3.00 per bag ex Factory.  
SHEWAN TOMES & CO.,  
General Managers.  
Ho Kien, 1st August, 1904. [a1451]

**THE JAPAN LAUNDRY COMPANY Y.**  
REORGANISATION.  
THE above Company have already won great  
admiration from all their customers, the  
work being excellently done. A New Scheme has  
recently been introduced, and the work is done  
quickly and satisfactorily. Excellent laundry-  
men have just arrived from Japan. Charges  
moderate. Special attention is directed to  
washing and ironing. Orders will be executed  
promptly. Head Office, No. 23, Cause Road.  
Branch Office, No. 291, Mongkoktsui Street.  
L. NAKAGAKI,  
Manager.  
Hongkong, 23rd July, 1904. [1798]

**WING SUN & CO.,**  
No. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs.  
C. J. Gump & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,  
SHIRT & BREECHES MAKERS.**  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
New Showing: New Lot of Straw Hats,  
Felt Hats, Panama, Umbrellas, Walking  
Sticks, Boots and Shoes, &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904. [1912]

**TONG CHONG WO & CO.**  
No. 88, QUEEN'S ROAD CENTRAL.  
Manufacturers of Hand-made Pure  
HAVANA CIGARS AND CIGARETTES.  
They are made of best Havana leaves and  
possess a mild and choice flavour.  
Inspection constantly invited.  
Hongkong, 28th May, 1904. [133]

**AUTOMATIC MAUSER  
PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 1st October, 1900.

**DAVID CORSAH & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANT CROWN  
TARPAULING**  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
[3489]

**E. C. WILKS & CO..  
MARINE SURVEYORS.**  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.  
COLLISIONS AND DAMAGES SURVEYED.  
SALVAGE WORK UNDERTAKEN.  
SHIP DESIGNS AND SPECIFICATIONS PREPARED.  
Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.  
CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.  
A large stock of CANALIAN ASBESTOS and ASBESTOCEOL Goods Kept.  
Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.  
Telegram Address "MARINEWORK."  
Telephone No. 358. [a1153]  
Hongkong, 1st May, 1904.

**PO CHEUNG & CO.**  
昌發  
14, QUEEN'S ROAD, CENTRAL.  
FURNISHERS AND UPHOLSTERERS.  
GENERAL DOMESTIC GOODS, &c., &c.  
CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT  
A MOMENT'S NOTICE.  
TELEPHONE 460. [a1708]  
Hongkong, 22nd July, 1904.

**KODAKS,  
FILMS,  
AND ACCESSORIES.**  
DEVELOPING AND PRINTING UNDERTAKEN.  
GOOD WORK, PROMPT RETURN.

**LONG, HING & CO.,**  
PHOTO GOODS STORE,  
174, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st December, 1903. [a38]

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
LONDON:—RANGOON STREET, CRUTCHED FRIARS.  
GLASGOW:—ST. ENOCH SQUARE.  
SHANGHAI:—FOOCHOW ROAD.  
SINGAPORE:—RAFFLES QUAY.  
AND  
AGENCIES THROUGHOUT THE EAST.  
HONGKONG:—15, QUEEN'S ROAD.  
6th August, 1904. [a35]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:-  
**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.  
Distinguished by Four Stars on the label.  
**ANOTHER FINE COGNAC,** \$18.50 per doz.  
Less old than the above.  
**IMPERIAL BRANDY**  
\$12.00 PER CASE.  
**THE ELITE OF WHISKY—  
THE "PALL MALL."**  
\$21 PER DOZ.  
11 Years old: the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.00 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a45]  
**O.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cressall.  
**DOURO PORT.**  
\$15.00 PER DOZ.  
A fine, full, and fruity wine.  
**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$17.00 PER DOZ.  
A natural and most pleasant wine to the taste.  
**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$41.75 PER DOZ. QUARTS.  
\$43.75 PER 2 DOZ. PINTS.  
THEY ARE UNEQUALLED AT THE PRICE

**NERNST**  
NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!  
FOR PARTICULARS APPLY TO  
EDM. JOHANNSEN or SIEMSEN & CO.  
[a5a]

**A MATTER OF TASTE**  
The people who appreciate our Soda Water must be particular people—those that can detect  
the slightest deviation from goodness and purity.  
It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its  
perfection.  
It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

**WATKINS LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES' HALL, WATKINS BUILDING.  
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

**THE  
LAHMEYER ELECTRICAL CO. LD.**  
LONDON  
AND  
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

**W. BREWER & CO.**  
23 and 25, QUEEN'S ROAD.  
Joubert's Russia... \$6.00  
Cassell's History of the Russo-Japanese  
War; Parts 1 to 6... each 0.45  
How to be Happy Though Married, by  
Hardy... 0.45  
Things Chinese, by Dyer Ball... 0.50  
The Crossing, by Winston Churchill... 1.75  
The Story of Susan... 1.75  
Read's Engineer's Hand-Book; 2 Vols... 10.75  
Crabbe's Synonyms... 2.50  
Collins's Unrivalled Graphic Dictionary... 3.00  
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At Scotland Yard... 1.75  
Life in a Garrison Town... 1.75  
A Specialist in Crime... 1.75  
The Queen's Quair... 1.75  
Rival Millionaires... 1.75  
She That Hesitates... 1.75  
Manchu and Muscovite... \$8.00  
Lauder's Gems... 24.00  
Hopkins' Timber Measurer... 1.50  
MELANTH MARKING INK.  
MITCHELL'S PENS.  
Fishing; 2 Vols, by Hutchinson... \$21.00  
Cricket, by Hutchinson... 10.50  
Collins's Unrivalled Graphic Dictionary... 3.00  
Set of Dickens' Works, Complete; 15 Vols... 17.00  
Academy Pictures; Complete Volume... 6.00  
A.B.C. Code; 5th Edition... 19.50  
Diary of the Russo-Japanese War;  
with Maps and Illustrations, Parts 1  
to 6 ready... each 0.50 [a33]

**LANE, CRAWFORD & CO.**  
ARE NOW SHOWING  
**LADIES' WHITE UNDER SKIRTS.**  
LATEST SHAPES, NEW DESIGNS.  
**LADIES' RAINCOATS.**  
NEWEST MATERIALS, SMARTEST STYLES.  
Hongkong, 8th July, 1904. [a3a]

**ARNHOLD, KARBURG & CO.**  
LARGE STOCK  
OF  
**LIGHT RAILWAY MATERIAL**  
ENQUIRIES SOLICITED.  
Hongkong, 29th April, 1904. [a333]

**WEI CHEETOO & CO.**  
IMPORTERS, EXPORTERS  
AND  
GENERAL COMMISSION AGENTS.  
SPECIALITY: HUMAN HAIR.  
No. 12, Pottinger Street, Hongkong.  
Agencies:—  
CHEE CHEONG, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEK, Fire Cracker Factory.  
Hongkong, 1st June, 1904. [1387]

**CARLTON HOUSE.**  
10, ICEHOUSE ROAD.  
**FIRST-CLASS PRIVATE HOTEL.**  
Cool Rooms, Elaborately Furnished. Com-  
fort for Residents and the Cuisine a specialty.  
For terms apply—  
B. F. HOWARD,  
Lessee and Manager.  
Hongkong, 2nd July, 1904. [1621]

**MACAO  
AND  
CANTON  
HOTELS.**  
A LITTLE CHANGE.  
THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.  
WM. FARMER,  
Proprietor. [a1362]

**ITALIAN VERMOUTH**  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

**INSURANCE**  
EVERY FACILITY  
In connection with Life Assurance Business is  
afforded by  
**THE STANDARD LIFE ASSURANCE  
COMPANY.**  
ONE of the largest and wealthiest of the  
Provident Institutions of the United  
Kingdom. Forms of application and all  
information will be promptly afforded on  
application to  
DODWELL & CO., LD.,  
Agents.  
[a1612-4]

**HONGKONG HOTEL**  
A FIRST-CLASS HOTEL IN EVERY RESPECT  
Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Mistress in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
MODERATE CHARGES! (NO EXTRAS!)  
H. HAYNES,  
Manager. [a48]

**THE  
PEAK HOTEL.**  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a914]

**KING EDWARD HOTEL**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 10th June 1903. [a1862]

**CONNAUGHT HOUSE.**  
A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Laundry Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a439]

**"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO**  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hemaphys*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER. [a224]



## INTIMATION

A. S. WATSON &amp; CO.,

LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS DRUGGISTS PERFUMERS CIGAR AND CIGARETTE MERCHANTS AERATED WATER MANUFACTURERS WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON &amp; CO. LIMITED.

in consequence of the *Express* exposure is not likely to dwarf in importance the smallest Japanese success. General Kuropatkin's scheme, briefly explained, is to march 115,000 men into India in two sections, one advancing via Merv to Kandahar; the other via Samarkand to Kabul. The capture of Herat and the reconquest of Afghanistan to the new regime is to take two years. That accomplished, Kandahar would be marched upon, and India overrun by way of the Bolan and Khyber passes. Such supplies as could not be carried by the Trans-Caspian Railway would be shipped at some Caspian ports and caravanned across Persia. "General Kuropatkin estimates that 'by the outbreak of war British influence in the Persian Gulf will have become so small that Russia need fear no movement of the British from the Gulf side.' The necessary *casus belli* would be invented some fine November month, and would take the form of an imaginary attack by Afghans upon Russian outposts. By the time the Eagles fly at Kandahar and Kabul, we are to have lost all influence with the natives of India, and to be faced with another Mutiny, instigated and supported by Russia. This ingenious programme is set out at great length, 'in General Kuropatkin's own language,' and commented on with the customary editorial undertone of complacency, the JACK HORNER air of 'what a smart boy am I.' It must have cost our enterprising contemporary some effort to concede that 'the report should be taken in no alarmist spirit.' For our part, we could not have foreseen any alarm from such flimsy material. The astute Russian's plan is too much like that of LAFONTAINE's milkmaid, too much like the daydream of ALNASHAR in the *Arabian Nights*. It depends so much upon circumstances being fortuitous, as explained in the story of the old soldier ECHEPHEON, told to the advisers of the Rabelaisian KING PICHOCHE, who was situated very much as is the TAIR in this invasion now supposed to be contemplated. For it is admitted that the success of Kuropatkin's plan depends largely upon the attitude of the Persian SHAH and the Afghanistan AMIR. Recent diplomatic events in Persia have shown that more than one may play the game of influence; and that, as BYRON says, 'the doctrine of the Persian . . . leaves behind as many doubts as any other doctrine.' Despite much Russian intrigue, we doubt if Persia has been indoctrinated with either Rossophobia or Anglophobia. As for Afghanistan, during those two years of striving in that buffer state, it is not to be supposed that we should do no more than watch it. The *Daily Express* itself came out the very next day with an amusing heading 'Checkmate,' purporting a reference to 'Kuropatkin's plans to stop Russia.' The only counter plan mentioned is a suggestion that now India's loyalty is assured, Lord KITCHENER may mass all the Indian army of 222,000 men on the north-west frontier, presumably to checkmate a move that General SIR HENRY GREEN describes as unworthy of serious consideration. Still, this journalistic coup seems to have caused a sensation at Home, so we may consider it to the extent of remarking that there is no immediate occasion for alarm: Russia being elsewhere engaged just now. When Kuropatkin gets through his present contract, he is unlikely to trouble about another for some time.

There was another pugna fatality yesterday.

Bangkok has now a fully constituted baseball club—in which respect it beats Hongkong. It is worthy of note, and very creditable to the police, that there have been no robberies at Kowloon for over a month.

A London magistrate has recommended the police to use the word "corroborate" as a test of sobriety.

The Queen Victoria Memorial Status fund at Bangkok falls short of the estimated outlay by 5,000 taels. The latter sum is expected to be raised shortly.

Mr. Segawa, the Japanese Consul at Newchwang, who withdrew from his post at the outbreak of the war, is returning to Newchwang and left Kobe by the steamer *Argo*.

H.K.V. Corporal J. H. Varcoe and Gunner F. W. White have been permitted to resign. Corporal H. Gidley has been granted leave of absence for 3 months from 10th instant.

This is a parallel case to one which occurred in Hongkong some time ago. In Singapore, while the usual work was proceeding in the Third Magistrate's Court, Mr. Nunn saw a Chinaman smoking in the body of the Court. As a punishment the Chinaman had to stand in a corner of the dock until the Court rose for adjournment.

Captain Rodway, of the British steamer *Peking*, reports that on July 15 when at Suva he saw H.M.S. *Terrible* anchored there.

The Sultan of Johore was among the visitors to the Colonial Office on 11th July, and attended a council held by some of the principal officials there.

General Baron Yamaguchi, who commanded the Japanese forces at Tientsin in the Boxer troubles, died on the 7th instant. He was promoted to the rank of Viscount on the 6th.

A Tokyo rumour, since contradicted, had it that the Vladivostok squadron had been destroyed. Many houses were decorated in consequence, and there were celebrations of other kinds.

If two hundred subscribers are available the Victoria Recreation Club intend to start a monthly magazine of the Club's sport, etc. The subscription will be \$2.50 per annum. There are roughly 400 members in the V.R.C.

We have received the twelfth number of the *Korea Daily News*, a new paper published and edited in Seoul by E. T. Bethell. Two of its six pages are printed in the native type. We recommend a more careful and suitable selection of news than the present number contains.

"The crusade against the beggars which infest the streets continues. A big batch were committed to prison for two weeks on a charge of vagrancy the other day. If they were deported from the Colony it would be to the point," comments the *Singapore Free Press*. Where to? Hongkong?

An object-lesson for the Hongkong magistrates might be found in this case at the Singapore Marine Court. A Chinese shopkeeper was fined \$10 for obstructing the landing steps at Boat Quay with boxes, and two men were fined \$20 each for obstruction with their tawoks.

The Hon. Treasurer of the Alice Memorial and Netherloft Hospitals begs to acknowledge with thanks donations of \$5 from Mr. Hung, Kan Tak Lung, Yan On, Pak Cheung Yan, Shung Cheung, Leung Lai Chun, Wing, Cheung, Chi Lan Hin, Tin Shing, Tin Un, Shung Un, Wing Un, Lo, Po Shing, Man Sheng, Wo On, Tai Shing, Sun Cheung, and Sai Shing.

Mok Ching Chun, the Lyndhurst Terrace "truth speaker," who was convicted for playing on the superstitions of a foolish woman—obtaining money by false pretences—begged not to be put in stocks in a long coat. It would be an insult to the gentry of China. "What have you got to do with 'gentry' anyhow?" asked an officer. The man was allowed to divest himself of the garment, however.

The *Kobe Chronicle* has done good work in persuading the Japanese to eliminate unattractive advertisements from their lunettes. It very neatly advocates the discouragement of a similar blight from the Hill at Kobe, by suggesting that visitors seeing it would deny to the Japanese the possession of the artistic taste with which they are at present rightly credited. Imagine our Peak at Hongkong disfigured with huge advertisements.

Germany has taken great interest in the improvement of Dover Harbour, and the big German Atlantic liners have now made Dover a port of call. Not to be outmanoeuvred, France is displaying an interest in the provision of additional facilities for steamboat passengers at the neighbouring harbour of Folkestone. M. Cambon, the French Minister to London, cemented the final stone on a new pier at Folkestone last month, and thus helped also to cement the *cordis cordile* between the two countries.

In the Summary Court yesterday a Chinese washerman sued Mrs. Webb, of "Killadeen," for a few dollars due for washing. Mrs. Webb's defence was that she did not know to whom to pay the money, as on previous occasions she had paid such accounts and because she paid them to the wrong man had had to pay them twice over. Mr. Justice Sercombe Smith in giving judgment for the plaintiff said he him if had been compelled to pay accounts two times over and he advised Mrs. Webb to see that in future her receipts bore the firm's chop as well as the signature of the man who collected the account.

The United States Circuit Court has just given a decision that will interest passengers crossing the Atlantic, as it holds the Atlantic Transport Company responsible for the loss of a passenger's jewellery on board their liner *Minnetonka*. The company repudiated any responsibility for the loss, claiming that the conditions on which their tickets are issued freed them, but the Court held that these conditions were against public policy. The passenger in the case just decided had sought to deposit the jewellery with the purser, but finding that officer apparently too busy to receive them the passenger placed them under the mattress, from which place they were stolen.—Lafian.

The other morning at Singapore an old Chinese beggar who is well known for the way she pesters Europeans for money was charged with vagrancy and begging. She admitted being guilty, and the Magistrate said that though she had begged even from him, he was reluctant to send her to gaol owing to her age. If she was discharged she would simply resume begging. Finally it was decided to send her to the Chinese Protectorate with a view to having her sent back to China. The plan of sending beggars out of the Colony is an extremely good one, says the *Free Press*, if it can be found workable, and if it cost some slight expense this would be only too well-spent in getting rid of these loathsome beggars who undoubtedly do a lot towards the spread of disease.

## TELEGRAMS.

[REUTER'S SERVICE.]

## AUSTRALIA'S CAPITAL.

LONDON, 10th August. Melbourne wires that both Senate representatives have selected Dalgely, New South Wales, as the Federal Capital.

## CHOLERA IN ST. PETERSBURG.

LONDON, 10th August. Several cases of cholera have occurred in St. Petersburg and the prospect of an epidemic is viewed with alarm.

## OBITUARY.

LONDON, 11th August. The death of M. Waldeck-Rousseau is announced. [We published this in our issue of yesterday.]

## RELEASE OF LIEUTENANT WITTON.

LONDON, 11th August. Lieutenant Witton, sentenced to imprisonment for life for killing unarmed Boers during the war, has been released.

William Cecil writes from St. Audrey's, Hatfield, to the London papers:—"May I appeal through your columns to old Etonians to help in the great work that is now going on in China? The work was begun eighteen years ago by three Eton Blues—C. T. Studd, Cecil Polhill Turner, and A. T. Polhill Turner. It is now prospering under the guidance of the Rev. A. T. Polhill Turner. 'Flannelled fools' do sometimes clothe themselves in different garb and have more serious enterprises than getting runs."

The death of Mr. Charles Walter Sneyd Kynnersley, C.M.G., a retired official of the Straits Settlements Civil Service, has already been reported by cable. By the mail we learn that Mr. Kynnersley died in bed suddenly. He, who had seen thirty-two years' service, returned to England only in May, and was staying with a friend in Wimbledon. The cause of death was valvular disease of the heart and angina pectoris. An inquest was held and a verdict in accordance with the medical evidence was returned.

Marquis Ito has denied as unfounded the report that he is going to Korea again in the capacity of adviser. The Marquis says he has not received a personal telegram from the Emperor of Korea inviting him to Korea. A certain Korean received a telegram to some such purport, but Marquis Ito took no notice of it, as it was not addressed to him in person. Should he be invited by the Emperor of Korea, however, the Marquis could not accept, his movements being entirely subject to the wishes of the Emperor of Japan. Even if he were invited through the proper channel, Marquis Ito says the time is not yet matured for such an office to be accepted by him.

We are very late in discovering the following item, but its applicability to similar requests constantly being made in Hongkong is so great that we cannot refrain from presenting it. The *China Times* of July 14th says:—"We have been requested by Mr. Tribe to refrain from stating that he was summoned yesterday at the British Consulate-General for \$70, balance due for purchase of a gold watch and accessories—bought by him in A.D. 1901 as a present for a theatrical lady, and not yet paid for. We have much pleasure in complying with this request. We also refrain from stating that the Consul, sitting as Judge, gave judgment for the amount claimed, with costs, and informed the plaintiffs that if the money were not paid within a reasonable time they might apply for a judgment summons, when the defendant would have to give evidence as to his ability to pay."

## CORRESPONDENCE.

## TREE FELLING: STILL ANOTHER PROTESTANT.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Is it a case of new brooms sweeping clean, or of walking where angels fear to tread? On this tree felling, I am on the side of the angels. Mr. Dunn, if allowed to run "amok," bids fair to sweep away, in as many weeks, the patient effort of thirty years. It cannot be because money is wanted for the department, for applications by residents to purchase seedlings and pot plants are either met with a refusal or partially executed with a very bad grace. Does the Botanical Department exist as a sinecure, or does it exist *pro bono publico*? Mr. Ford by supplying, even anticipating the colony's wants, made one think the latter was the case.—Yours, etc.,

OLD BROOM. The same correspondent encloses the following *jeu d'esprit*—an amusing paraphrase from "Pickwick."

"Oh! Ford if you'd known How false D. . . had grown Or guessed that your trees he would butcher, You'd have done then I vow. What you cannot do now. And relinquished the business to Tat . . ."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 12th at 11.30 a.m. The barometer has risen slightly in South China, and fallen generally but slightly at all other stations. The greatest pressure is now found in Japan and the least in the Pacific to the south-west of Formosa. Gradients are slight upon the China Coast and moderate N.E. winds will prevail in the Formosa Channel and in the northern part of the China Sea. Forecast:—Moderate E. to N.E. winds, fine."

## THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

## RUSSIAN WARSHIPS AT SHANGHAI.

SHANGHAI, 12th August.

Telegraphing yesterday afternoon, at four o'clock, our Shanghai correspondent said:

A Russian destroyer arrived at Shanghai to-day. It is reported that four other Russian ironclads are off the Saddles.

[Taking this in conjunction with the official despatch courteously supplied by Mr. Numa, it seems probable that the Port Arthur fleet as a fighting entity has ceased to be, and that the fall of Port Arthur cannot be far off. It was anticipated that, rather than allow the Japanese to obtain possession of such a valuable prize as this flotilla, the Russian admiral would venture on a rush from Port Arthur, and endeavour to find sanctuary in neutral ports, where the vessels would be disarmed, and ultimately, after the war, be returned to Russia intact. The Japanese official account mentions that the plan has actually been carried out. One ship got to Chefoo, others to the German port of Kiaotschou. Now we seem to have five ships joining the disarmed *Manchou* at Shanghai. The "Saddles," we may mention, in view of there being other Saddle Islands in the East, are some small islets in the mouth of the Shanghai river, sufficiently close in, we believe, to render these vessels for the present immune from attack. Of course, these ships may not lay up at Shanghai, but it is difficult to see what else they can do, now. They will not be allowed to remain long without disarming, Ed.]

[JAPANESE OFFICIAL TELEGRAM.]

## PORT ARTHUR FLEET DISPERSED. SOME SEEK SANCTUARY IN NEUTRAL PORTS.

Tokyo, 12th August.

According to the reports received, it appears that the Russian squadron emerged from Port Arthur, was attacked by our fleet south of Yeutao, and dispersed. The *Askold*, the *Novik*, another cruiser and a destroyer, took refuge in Kiaotschow, and another destroyer in Chefoo, on the 11th instant. The enemy's five battleships, one cruiser, probably the *Diana*, one hospital ship, and several destroyers seemed to have regained Port Arthur on the 11th instant. Our fleet is believed to have suffered no damage.

[REUTER'S SERVICE.]

## WEIHAIWEI.

LONDON, 10th August. Earl Percy has declined to state the Government's policy in the event of the lease of Weihaiwei determining.

## TURKISH PRESUMPTION.

LONDON, 10th August. A Berlin telegram from Constantinople states that the Porte has consented to the passage of Russian Volunteer cruisers through the Dardanelles.

## NO CHANGE.

LONDON, 11th August. Despatches from General Kuropatkin dated the 9th inst. say that the situations in the east and south are practically unchanged.

## WAR ITEMS.

"HIPANG" CAPTAIN'S STATEMENT.

A special telegram to the *N.-C. Daily News* from Chefoo says: Captain Bradley and the crew of the *Hipang* have safely arrived here from Port Arthur. Captain Bradley states that on the 16th ult. when his vessel was navigating along Tochi Island (in the Misato Group, about 40 miles from Port Arthur), a Russian destroyer suddenly made her appearance, signalled her to stop, and immediately torpedoed her. Five men on the *Hipang* were killed, and seven wounded. The Captain and the rest of the crew, of whom five were foreigners and twenty-four Chinese, were taken to Port Arthur, as well as the

wounded. The latter were sent to a hospital while the former were imprisoned, on the charge of being Japanese spies. However, on the Japanese Commander-in-Chief notifying the Russians that non-combatants must be sent away, all of the *Hipang*'s people who were in sound health were released on the 2nd inst., and put on board a junk without any food. On the voyage to Chefoo they met the Japanese destroyer *Yugiri*, and asked for some bread. The *Yugiri* not only gave them bread, but provided them with a quantity of tinned food, wines, and spirits. On the following day they sighted the N. Y. K. chartered steamer *Sulberg* and signalled to her, and she kindly took them to Chefoo. The Captain and crew of the *Hipang* are loud in their denunciation of their hard treatment by the Russians.

PORT ARTHUR IN STRAITS.

According to a Chefoo story, the Japanese troops have dislodged the Russians from all the outer defences, and are now attacking the last line of forts. The Russian men-of-war have been bombarding the Japanese position on Wolf mountain from the anchorage between East and West Harbours, but as they have to train their guns at a very high angle, their gun carriages have suffered severely.

In many cases, the Russian soldiers, tired out by the incessant fighting, have wounded themselves in order to get sent to hospital. The officers have had hardly time enough to get their meals, and have been reduced to black bread and onions and river water. There is a great scarcity of provisions and shoes; and if it were possible to make the blockade sufficiently strict, Port Arthur would fall without further loss of life. Even the Russian officers are wearing Chinese shoes.

According to the Chinese, there are now only some seven thousand available Russian fighting men; but according to Russian refugees, the garrison, including sailors and volunteers, amounts to about 23,000, excluding six to seven thousand sick and wounded.

CAPTURED GUNS. Eight Krupp guns and a mechanical mine, trophies of the battle of Nanshan, arrived at Moji on the 2nd instant.

THE "FALKLAND."

On the 21st ult. it was reported from London that the British steamer *Falkland* had been seized by the Russians in the Red Sea. The *Falkland* arrived here yesterday, and we learn from the *Nippon Yusen Kaisha* that there is no foundation for the report of her seizure.

END OF THE "SIVOUTCH."

It is officially announced that the Russian gunboat *Sivoutch*, stranded in the Liao river near Tienchunguang, has been blown up.

FATE OF LIAOYANG.

Telegraphing from Tokyo on the 6th inst., the *N.-C. Daily News* correspondent says that the detailed account shows that the Japanese left Tashichiao on the 1st instant in four columns, the Russians firing from time to time to cover the retreat. The Japanese occupied the line between Haicheng and old Newchwang at noon on the 3rd instant. The Russians who left Haicheng retiring northward are about two divisions. The Japanese papers believe that General Kuropatkin will not abandon Liaoyang.

THE "KNIGHT COMMANDER."

The *American Asiatic* gives the detailed manifest of the *Knight Commander*. She carried \$300,000 (gold) of cargo for Yokohama, Shanghai, Singapore, Manila, Sourabaya, Bangkok, Hongkong, and Chemulpo. By far the greater part was for the first named port, and included rails, manufacturer's iron and steel, electric machinery, car material, railroad material, etc., to the value (roughly) of \$138,000 (gold).

FOREIGN SHIPS WARNED OFF.

Here is a notice that was circulated among the Consuls at Shanghai:—

"The Commander-in-Chief of the Manchurian Army has telegraphed to the Imperial Japanese Government that he considers it necessary that, until a perfect state of peace and tranquillity shall be established at Newchwang, the presence of foreign men-of-war in that port and also on the Liao River shall temporarily be suspended. It is requested that this decision may be conveyed to the commanding officer of any man-of-war that is reported to be proceeding to Newchwang and the Liao river."

"CHELTENHAM" FAIR PREY.

The *Japan Daily Mail* is responsible for this bit of news from Vladivostok:— "The British steamer *Cheltenham*, captured by the Vladivostok squadron, was to-day declared a lawful prize. Her commander did not attempt to defend himself, because the proof against the vessel was overwhelming, and the evidence tended to show that the ship had already been bought by the Japanese for \$20,000. She was sailing under the British flag because some of the formalities of her transfer was lacking. There were only four British subjects on board the *Cheltenham*. Her crew were mostly Germans, and they did not conceal their joy at the fact that the Russians had captured the *Cheltenham*. When the prize crew from the armoured cruiser *Gromoboi* left the *Cheltenham* they were cheered by the Germans."

LATE TELEGRAMS FROM TOKYO.

The Japanese destroyers *Akebono* and *Oboro* approached Port Arthur on the afternoon of the 5th instant for the purpose of reconnoitring. Suddenly fourteen destroyers steamed out of the harbour and attempted to surround the Japanese. The Japanese exchanged a hot fire and attacked three of the Russian destroyers which were steering towards Hsienhseng Promontory, and the enemy retired to the harbour, giving way to the Japanese. Meanwhile the destroyer *Thetis* reinforced her two comrades, and they jointly drove the remaining eleven Russians back into the harbour. The promptness and valour shown by the Japanese in this action are most profoundly appreciated, says the *N.-C. Daily News* correspondent.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th AUGUST, 1904.

So that amazing Russian plan for the invasion of India, about which we were told two or three weeks ago, turns out to be an academic trifle of General Kuropatkin's. At the time, when we first heard of the great "secoy" of the *Daily Express*, most of us in Hongkong managed to conclude that somebody had discovered a mare's nest. Detailed plans for an actual invasion, accompanied by map, do not usually find their way into the pages of a ha'penny, or even a threepenny, newspaper. It is natural, of course, that our London contemporaries should point out the impressive circumstance that this "is probably the first time in history that a newspaper is able to lay before its readers a copy of one of these secret State documents." As to the essential secrecy of this wonderful document, perhaps the less said the better. Novelists like Mr. LOUIS L'ACRY have presented gratis to our Continental neighbours elaborate plans for the invasion of England, but nobody worried much, except a few copy-seekers in our own glorious profession. The chagrin experienced at St. Petersburg



## PAK HOI.

[FROM OUR OWN CORRESPONDENT.]

August 6th.  
LOSS OF A VALUABLE JUNK AND CARGO.  
The loss of a junk from Kowloon to this port and Yanchow, laden mostly with silk and cotton piece goods to the value of over \$200,000, is now confirmed. The junk left Kowloon about the end of the 5th moon, having met bad weather on the way out, and while she was beating in near Sui-tung on the 2nd of the 6th moon, she was surrounded by five piratical craft. After exchanging a few shots with the pirates, the junk was overpowered and taken, but curious to note, only the cabin of the junk was killed by a bullet shot during the short engagement. The pirates then proceeded to dispose of the cargo as well as they could on the spot and among the nearer villages at a very low rate until the 8th of the moon, when they left the junk, which still had undisposed cargo on board, to the care of the awe-stricken crew, who lost no time in putting out to sea again. After proceeding a few miles the junk foundered in deep water, as a leak had sprung in her bottom during the time she was captive, when she had settled on the sand at every ebb-tide. The crew saved themselves in boats and by clinging to spars. A few of the crew arrived here the other day and related their adventures. This is the first time that a Kowloon-Pakhoi junk ever fell a prey to the pirates within the recollection of the oldest resident merchant in this port. The loss of the cargo on board this junk fell heavier on Yanchow than here, but anyhow it will doubtless shake the stability of a few less substantial piece-goods shops in both ports. I hear it mooted that the merchants intend to bring future consignments in foreign bottoms, or at least on vessels propelled by steam, but whether it is possible remains to be seen, as there is the differential duty to be considered.

## A TYPHOON NEAR PAKHOI.

On the 2nd instant the day broke suspiciously dull as if indicating an atmospheric disturbance of some kind near at hand. A slight N.E. wind was then blowing. As the day advanced the wind gradually veered to the S.E. and stiffening until dusk, by which time it was blowing a gale with occasional showers of rain, and continued till the morning of the 3rd. It was then apparent that nothing short of a typhoon must have been spending itself in the Gulf of Tonkin. The steamer *Haroi*, from Hoihow to Hualphong, had to seek shelter in this harbour early on the 3rd. She left for her destination on the morning of the 4th, when the weather cleared up.

## A BAD DREAM.

A married woman, who is said to have been haunted by ghosts or possessed by some evil spirits, in a dream recently cut off her own tongue. She was immediately taken to the Church Missionary Hospital, for initial treatment in an unconscious condition, owing to immobility of blood. She is still alive, and is able to take liquid nourishment, but can scarcely describe what really happened to her or what had influenced her to act in the rash way she did in severing the articulating member. Her relations have taken her home again.

## HONGKONG THROUGH SINGAPORE GLASSES.

In the course of an article entitled "Up China Side" a correspondent says:—

"But to return to Hongkong. The place is, I have said, not what it should be now. When I was a younger man and weighed less, I used to walk up to the Peak for the view. Now I take the electric car for a whisky and soda. Only the other evening I was discussing with Phillips of our firm the beauties of Hongkong. Phillips said he thought the finest aspect of the Colony was obtained after a good dinner at the Peak Hotel through the glorious haze of D. C. M. and a Melanchroli. I agreed with him, and we then discussed the social life of Hongkong, I expressing the opinion that for unclouded views, certain parts of the War club required keen competition. 'Not at all,' he replied, 'if you will kindly put on your hat I will convince you that there is a recent disfigurement in Hongkong, which cannot but affect all lovers of the bizarre.' We strolled down the Queen's Road in the direction of a house where the only things free are the electric fan and billiard clock. Walking up to the Bar, he pointed to a large square card hanging suspended among the many unattractive labels. I glanced hastily up and read, 'No Cliffs.' 'Can you tell me a more serious blemish in modern times?' he asked, mournfully."

## KOWLOON DOCKS.

Kowloon Docks are as busy as ever. Included in the jobs in hand are repairs to H.M. river gunboat *Robin*. Last month the *Robin* had two collisions, one with the river steamer *Shu An* and another with the *Kwoyung Nam*. Her repairs will cost some three to four hundred dollars.

Work on the *Leviathan* is proceeding steadily. Nineteen plates have been removed. Several of these have been re-rolled and are at present being replaced. Some plates are being removed on or about the 24th instant.

Repairs to the N.D.L. s.s. *Wankoi* are being proceeded with rapidly. When the B.L. s.s. *Ujina* collided with her a few days ago six plates, with frame etc., were damaged. The repairs may cost \$2,000. The *Ujina* went on to Shanghai with damaged stem, but may be repaired here on her return—unless Messrs. Farman, Boyd & Co. secure the job.

A Chinese cook of the s.s. *Tah Hing*, now at Kowloon Dock, fell down to the bottom of No. 3 dock on Thursday night, and was killed by the fall. The body was removed to the mortuary.

## THE N. D. L. "PRINZ HEINRICH."

INQUIRY INTO THE ACCIDENT AT GALLE.  
The Receiver of Wrecks held an inquiry at the Customs office, Galle, on the 25th ult. regarding the accident to the N. D. L. *Prinz Heinrich* while off Dondra Lighthouse.  
G. R. Meyer, sworn, stated:—I am Master of the ship. It belongs to Bremen. Her registered tonnage is 3,902 tons. I cannot say her official number. She is owned by the German Lloyd residing at Bremen. She was built in 1894. (The Commander was unable to give the number of officers, crew and passengers on board, but would send the particulars to the Receiver of Wrecks later on.) She had a general cargo and also mails and passengers. She was coming from Colombo, having left at 8.10 a.m. Weather fine, light westerly breeze, slight swell and small rain showers. Her next port to touch was Penang. She was going at 14 knots an hour. The accident occurred on Saturday, 23rd, at 2.10 p.m. The weather was fine with light westerly wind. The second officer, myself and four officers were in charge at the time. She struck at 2.10 p.m. on a submerged rock or wreck 5.55 North latitude and 8.27 East longitude 8 miles West from Dondra Head, and about 2 1/2 miles from shore. It might be a rock or it might be a submerged wreck. There was no appearance of wreckage. Finding she was making water, I brought her back to Galle. Arriving here the same day at 6 p.m., she made 22 feet of water in half-an-hour. No services were particularly rendered by anyone. There was no less on board. Some cargo was damaged by sea water. No lives were lost in consequence of the accident. We passed Galle Lighthouse at 1.10 p.m., about 2 1/2 miles off it. Passed Woody Island at 2.02 p.m., about 1 1/2 miles off it. She struck at 2.10 p.m., about 8 miles from Dondra Lighthouse. Her course was South 75 degrees East 2. I was on the bridge the whole way from Colombo with 2nd and 4th officer. I gave no warning. There was no appearance of a breaker. I cannot say for certain on what she struck. Nothing is indicated in the chart. She only scraped off. We were in deep water—20 fathoms, from the chart. No soundings were taken. I stopped engines directly. I thought there was something wrong in an engine. I sent down and found the engines were all right. I sent an officer and two carpenters to see how much water was there. There was about 6 feet of water at the first sounding. I ordered the boats off and sent a man down again to see if any more water was coming. In half-an-hour carpenters reported there was 22 feet of water. The rest of the ship was dry. The 2nd and chief officer had a conversation with me, and we came back to Galle at 6 p.m. The ship has been examined since, but I am not able to say at present what the damage is. The cargo was discharged and mails dispatched to Colombo. I say that this occurred on some rock or reef not on the chart. I used the course before. Last year I passed this. I passed Dondra Lighthouse at a distance of one mile last time. This time I was 2 1/2 miles off. (The Commander suggested that an inspection be made of the spot.)

J. Henken, the second officer, gave corroborative evidence, and said he had been along this course many times.  
Carl Beiser, Chief Engineer, said:—We left Colombo about 8 a.m. on 23rd instant. We were steaming at 14 knots an hour. Everything went all right till about 2 o'clock. I felt some vibration and a shock. I was then in my cabin. I went to the engine. One was stopped when I came down and the other was stopping too. The machinery was all right. After one or two minutes it went again slow. We then turned and came back to Galle at a speed of about 13 knots an hour. Nothing was wrong with the machinery.

W. Henken—sworn—stated (through interpretation, Mr. J. Steiger interpreting): I was on the look out on the *Prinz Heinrich* on the day in question at 2 p.m. It was clear weather. We could see the shore distinctly. There was no broken water or rocks. I felt the ship striking, but could see nothing. I cannot say how far we were from land. Water was smooth.

Albert Jasker also gave his evidence through interpretation—sworn—I am Quartermaster on board the *Prinz Heinrich*. I was at the wheel at 2 o'clock p.m. Weather was clear. Sea slightly windy. Could see well ahead of the ship. I saw no rocks. We were about 2 miles or more from the shore. We were South 70 degrees by Compass East (tallies with captain's statement). Ship stopped her helm at once.

This concluded the evidence. The proceedings will be forwarded to the Principal Collector.

## CHURCH SERVICES.

S. PETER'S CHURCH.  
Queen's Road West.  
Eleventh Sunday after Trinity.  
Holy Communion, 7.30 a.m.  
Matins (11 a.m.).  
Venite, Aylward; Te Deum, Oakley; Benediction, Jackson; Hymns, 99, 292, 395, and 401.  
Evensong (6.30 p.m.).  
Magnificat, Hawes; Nunc Dimittis, Foster; Hymns, 263, 436, 394, and 12.  
Holy Communion, 7.45 p.m.  
The Church launch *Dayprayer* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m.) returning afterwards. The answering pennant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

## ASHLEY ROAD HALL, KOWLOON.

No. 6, Ground Floor.  
Services.  
Lord's Day, 11 a.m., Breaking Bread.  
Tuesday, 7 p.m., Gospel Meeting.  
Thursday, 7 p.m., General Meeting.  
Saturday, 7 p.m., Prayer Meeting.

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

12th July.  
GERMAN STEAMER TRAFFIC.  
The *Hamburger Nachrichten* published an interesting article last week on the increasing traffic by sea between this port and those on the Rhine, such as Cologne, Düsseldorf, Ruhrort, Duisburg and others, the figures having been taken from the Report of the State Bureau for Commercial Statistics. The following shows the development of the trade during the past two years:—

| ARRIVALS FROM THE RHINE. |             |         |           |               |
|--------------------------|-------------|---------|-----------|---------------|
|                          | No. vessels | Tonnage | Reg. Tons | Mer. Value    |
| 1903                     | 85          | 37,310  | 86,340    | M. 25,000,000 |
| 1902                     | 80          | 32,912  | 64,776    | M. 19,500,000 |
| LEFT FOR THE RHINE.      |             |         |           |               |
| 1903                     | 89          | 46,056  | 160,000   | M. 53,300,000 |
| 1902                     | 89          | 34,364  | 92,215    | M. 39,600,000 |

the increase being in a great measure due to the towing service, with regular departures every six days, inaugurated by the Hamburg American Line on the first of April, 1902. Other companies had occasionally employed tugs for towing vessels to the Rhine ports, but on special occasions only; in 1901, for instance, not more than six arrived from the Rhine, whilst only one left for that destination, whereas in 1903 the number of incoming towed bottoms amounted to 40 of 25,757 reg. tons, and that of outgoing ones to 53 of 34,421 reg. tons. The Hamburg American Line is the only one so far that has a regular service between this port and those on the Rhine, for the tugs of its competitor, the Vereinigte Bugier und Frachtschiffahrts Gesellschaft, only ply between here and Rotterdam, but do not ascend the river. The goods boats are built to carry 1,300 tons each, and are so constructed as to be able to weather the heaviest seas; their draft is 4 metres or about 13 feet. They contain several large holds which by means of bulkheads can be partitioned off into smaller ones, according to the nature of the cargo. Only one vessel is stowed at a time. The powerful tugs the *Krausland* and the *Stade*, of 630 H.P., are employed in the service.

Although in the beginning shippers of goods showed some hesitation in availing themselves of the new line, it soon proved itself perfectly safe and reliable, so that at present the boats have full cargoes both ways and enjoy the support of the insurance companies.

## TRADE WITH BRAZIL.

The growing importance of the trade with the Brazil and the increasing traffic between the Brazilian ports themselves have long caused the want of a regular coasting service on modern lines in those parts to be seriously felt by all concerned. It has engaged the attention of the large ship-owning firm of A. C. de Freitas of this city for some time, and since their negotiations with the Lloyd Brasileiro for the purpose failed, they have lately started a new line under the Brazilian flag on their own account under the style of "the Empresa Brasileira de Navegação Freitas." Two of their steamers, formerly employed between Hamburg and the Brazil, have already commenced plying between the ports, whilst two more, built in 1902, and originally intended for the Mediterranean, the *Morea* and the *Achais*, have been altered and refitted to meet the requirements of the new service.

The former, now the *Castro Alencar*, of 981 tons reg., measures 280.2 ft. by 40.7 by 17.6 ft., and possesses engines calculated to do 12 knots an hour. There is accommodation for a hundred first class passengers on board, besides dining and drawing rooms, smoking room, cooling and refrigerating chambers, electric light, &c.; in fact, the vessel is furnished with all the comforts and luxuries that have earned the name of floating palaces for modern passenger steamers. Special attention has been paid to the culinary department, and everything connected with it. The *Castro Alencar* left last week for its destination, and will be followed by the other boat, now the *Gouveia Dias*, of like measurements and outfit, in the course of a few days.

The hulls and funnels are painted white, the latter with the office flag of the firm as a distinguishing mark.

## WAR AGAINST MOSQUITOES.

Amant the Brazils, it appears that Rio de Janeiro has become quite a healthy town, since Dr. Oswaldo Cruz, head of the Sanitary Board, opened his campaign against the mosquitoes, the transmitters of the germs of yellow fever, in October last. Prompted by the signal success achieved by the United States authorities in the island of Cuba in their efforts to suppress the disease by waging a relentless war against these insects, Dr. Cruz had for several years persistently urged upon the Government the necessity of adopting similar measures in Rio. Having at last succeeded in obtaining a grant for the purpose of about £250,000, he set to work at once; gangs of men armed with ladders, brooms and buckets invaded every part of the city, its streets, squares, alleys, passages and houses, in search of the tiny enemy; wherever stagnant water was discovered in puddles, on roofs and in gutters, or in small receptacles, such as broken flower-pots, pans and old tins, &c., it was cleaned out, and the steady continuance of this system has led to most marvellous results. In January and February last, in spite of the intense heat prevailing at the time, only nine cases of yellow fever occurred, two in January and seven in February, whilst the figure for the same months last year were 133 and 143 respectively. In the summer of 1894-95 the disease which had been imported from the West Indies caused the death of 4,160 persons; since then it has raged in Rio with more or less virulence every summer, the greatest mortality having been recorded in 1893-4, when 4,737 persons succumbed to it. The total number of deaths due to yellow fever in the years 1850 to 1896 is stated to have been 51,000. These figures speak for themselves, and it is to be hoped that the energy and perseverance displayed by Dr. Cruz in his endeavours to exterminate the evil may be fully recognised by his fellow townsmen and women.

## POLICE COURT.

Friday, 12th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## STEAM-LAUNCH PASSENGERS.

The master of the launch *Kong So* was charged on remand with having 75 passengers in excess of the number allowed by his licence. Mr. E. J. Grist, solicitor, of Messrs. Wilkinson and Grist, appeared for the defence.

The defence was that the police had made a mistake and were charging the wrong launch. Mr. GomPERTZ, having personally examined the *Kong So*, imposed a fine of \$250.

## ALLEGED DRIBBLY.

An Indian police constable was charged with attempted bribery. Chief Detective Hanson prosecuted. It was stated that the defendant had tried to "squeeze" money from a sugar merchant, threatening to charge him with causing an obstruction with sugar trucks.

Mr. GomPERTZ reserved his decision, allowing bail in the sum of \$100.

## ALLEGED ARSON.

The case of the alleged arson against the master of No. 138, Wellington Street, a building that caught fire on the 8th February last, came up on remand. Mr. E. R. Hallifax prosecuted, and Mr. P. W. Goldring, solicitor, of Mr. John Hastings' office, appeared for the defence.

As certain evidence was said to be unavailable the case was dismissed.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## THEFT ON THE "KOREA."

While the *Korea* was at sea on the 3rd inst., a Chinese passenger complained to the captain, saying that 26 \$200 pieces, U.S. currency, had been stolen from him. The coins had been sewn into the lining of one of his jackets. While he was on deck someone had cut the lining and extracted them. On the vessel arriving at Hongkong Detective-Sergeant Wilden, of the Water Police, boarded the steamer and examined the passengers as they went over the gangway. A man was found in possession of the missing money. It was concealed in the leg of his pants, which were tied up at the bottom. The curious thing about the affair was that the culprit, on the same day as he committed the theft, deposited \$1,900 gold with the purser, this amounting to more money than was owned by the man he robbed.

Defendant admitted the charge, and was sentenced to six months' imprisonment and six hours' stocks. The complainant is a native of the New Territory.

## THE BOMBAY HARBOR.

The case of Sharji Chawstji Sanjana, the Parsee barrister who is charged by the Bombay police to answer to a charge of forgery, was brought before Mr. Kemp for decision. Mr. F. B. L. Bowley, solicitor, appeared for the Bombay Police, and Mr. J. Harston, solicitor, appeared on behalf of the accused.

Mr. Kemp told the accused that he was to go to prison to await his being returned to India for trial. He had a right to apply for a writ of *habeas corpus* within 15 days.

## STOLEN PROPERTY.

A little Chinese boy, of about 12 years, was charged the other day for larceny of a box containing valuables to the extent of \$100, and a man was charged with receiving stolen property. He bought two rings, worth \$350 for a few cents. This man was now charged on remand, and fined \$100, or 14 days' imprisonment.

## GAMBLING.

Several men were charged with gambling. The gambling-house keepers were fined \$25 or six weeks' imprisonment, and the others \$3 or ten days' imprisonment.

## NO BAIL.

A man was charged with stealing three pieces of clothing from No. 48, Robinson Road. Mr. D. T. Stevenson, solicitor, appeared for the defence. The case was remanded. Mr. Stevenson applied for bail, but this was refused.

## A SENSATIONAL "QUARTERLY."

The *Tear of all the Russias* says that Mr. Odgiri of Shanghai is a scoundrel. So, at least, a high "Russian official" says in the *Quarterly Review*. Here is an extract:—His quarrel with M. de Witte was characteristic of his arbitrariness. M. de Witte reminded him that "Your Majesty pledged your word to evacuate Manchuria and the world believed you. Russia will now lose all credit, and perhaps not even gain Manchuria, if it please your Majesty to break that pledge. War also will follow, and we sorely need peace. Besides, Manchuria is useless to us." But the warning passed unheeded; the Tsar listened to his heart, and dismissed the Minister who dared to tell him the truth. Shortly after the present war had begun a number of dignitaries and officials gathered round General Kuropatkin one day and asked him how things were going on. With a malicious twinkle in his eye the War Minister replied: "Like yourselves, I know only what is published. The war is Alexieff's business, not mine." When three Ministers explored the Tsar to evacuate Manchuria and safeguard the peace of the world, he answered: "I shall keep the peace and my own counsel as well." To one of the Grand Dukes, who, on the day before the rupture with Japan, vaguely hinted at the possibility of war, the Emperor said: "Leave that to me. Japan will never fight. My reign will be an era of peace to the end." A report of the negotiations respecting the warship *Manchur* was recently laid before him by Count Lamoriniere. The tenor of it was that the Chinese authorities had summoned the *Manchur* to quit the neutral harbour of Shanghai at the repeated and urgent request of the Japanese Consul there. On the margin of that report his Majesty penned the memoranda words: "The Japanese Consul is a scoundrel." The *Manchur* is the small gun-boat locally known as the "Man-mountain."

## ENLARGEMENTS

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Hongkong, 8th August, 1904.

## SHIPPING NOTES.

STEAMER MOVEMENTS.  
The I.G.M. steamer *Caccaban* left Singapore yesterday at 8 a.m., and may be expected here on Tuesday, the 16th August, at 2 p.m.  
The C.P.R. steamer *Tartar* arrived at Amoy at 4 p.m. on Thursday, the 11th August, and left again at 8 p.m. same day for Shanghai, where she is due to arrive at 1 p.m. on Saturday, the 13th August.

## MISCELLANEOUS.

The P. & O. *Sindh* arrived here yesterday from the north. She is on her way west with the home mail.

The B. I. s.s. *Parthia*, from Rangoon, has 7,300 tons of rice aboard. The *Cypria*, also from Rangoon, has 4,750 tons. The *Zecavong*, from Koshichang yesterday, brought 2,000 tons of rice for Messrs. Butterfield and Swire.  
The M.M. s.s. *Manche* arrived from Saigon yesterday with the N.D.L. *Prinz Heinrich* passengers, and the M.M. s.s. *Polynesia*'s passengers. The mails, it will be remembered, came on in the *Catherine Aeger*.

A MINE.  
The master of the s.s. *Singon* reports having, on the 2nd inst., passed a derelict vessel in Lat. 33°24' N., Lon. 120°54' E.; and on the same day, in Lat. 33°41' N., Lon. 120°36' E. a floating mine with projecting prongs.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 12th August:—A good general business has been transacted during the past week, and rates in most cases again show an improvement. The sensation of the period under review has been the rapid advance in the North of Farnham Bonds, which show an appreciation of nearly 1/40 per share.

BANKS.—Hongkong and Shanghai have continued in request, and sales at \$662 1/2 and \$665 have been booked, market closing with buyers at \$665. London continues to quote 658 1/2 b. d. Nationals are without change at \$38, buyers.

INSURANCES.—Unions have been disposed of at \$545 and \$540. China Traders are former with probable buyers at \$63. North China, Yangtze and Cantons are unchanged.  
FIRE INSURANCES.—Hongkong have sold and are still in request at \$316. China have been booked and are in further demand at \$288.

SHIPPING.—Hongkong, Canton and Macao have sold at \$301 and \$304, and more shares are procurable at the latter figure. Indo-China have ruled fairly steady; sales at \$112 cash, and for the settlement have been effected, and at rather less than equivalent rates for December delivery, market closing with a few cash sellers at \$112. China and Manila have been booked at \$29 and \$29 1/2, and more shares are wanted at the former rate. Douglases are quiet at \$35. Star Ferries have again advanced, and shares can now be placed at \$38 and \$38 1/2 for the old and new issues respectively. Shell Transports have sold and are procurable at \$240.

REFINERIES.—China Sugars after sales at \$188, \$189 and \$190 cash and for the settlement, have needed to \$183 sellers. An interim dividend of 85 per share payable on and after the 20th instant for the half year ending 30th July, 1904, has been declared. Tuzos continue neglected at 89 sellers.

MINING.—Rauhs have declined to 87 sellers. Other quotations are unchanged, and we have no business to report in this section.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have improved to \$225 cash after sales at \$222 to \$224 for settlement delivery, market closing firm. Hongkong and Kowloon Wharves have firmed up, and sales at various rates from \$112 to \$117 have been effected, market closing steady at \$117. New Amoy Docks are weak at \$27 1/2. Farnham Bays after sales at \$14 1/2 have risen by leaps and bounds in the North to \$18, which we are informed by wire is the closing quotation in Shanghai to-day. Our local market closed with buyers at \$17.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have firmed up, and sales at \$153 have been booked. Kowloon Lands continue in request at \$38 and West Point at the improved rate of \$40. Hongkong Hotels are firmed up by buyers at \$135. Humphreys Estates have sold and are in further request at \$12 1/2 and \$13 for the old and new shares respectively. Shanghai Lands are unchanged at \$109.

COTTON MILLS.—We have heard of no business in this section, and quotations are without change.

MACHINANES.—Green Islands have been booked at \$24 1/2. Watsons are firmed up with sales and further buyers at \$15 1/2. Ices have improved to \$240 buyers. Dairy Cans have sold and are in further request at \$20. Steam Water Boats have declined to \$18 1/2. Electric Lamps have been booked at \$15 and \$9, for old and new issues respectively, closing in further demand. Chim. Providents have been the medium of a large business at \$9 1/2.

MEMOS.—Hongkong, Canton and Macao Steamboat Co., Ltd. half yearly meeting on the 15th instant. Hongkong and Shanghai Banking Corporation, half yearly meeting on the 20th instant. Hongkong and Whampoa Dock Co., Ltd. half yearly meeting on the 22nd instant. China Sugar Refining Co., Ltd. interim dividend of 5 per cent. for the half year ending 30th June, 1904, payable on the 20th instant; transfer books close on the 16th ultimo until the 19th instant both days inclusive.

An exceedingly enjoyable concert was given in the Chaplain's room at the Naval Yard last evening. The performers and their contributions were as follows:—Mr. Bowen, "Friendship's name"; Mr. Luckham, "The midnight sun"; Mr. Pearce, "Hearts of Oak"; Mr. Miller, "Cello Solo"; Mr. Bailey, "He wanted to take my photo"; Mr. Ruby, "Three women to every man"; Mr. W. Brand, "Old Brigade"; Mr. S. Steadman, "Johnny stands"; Mr. Jenkins, "Tree till death"; and "Rocked in the cradle of the deep"; Mr. Bagge, step dance; and Mr. Townsend, "Massacre of MacPherson." The chair was occupied by Mr. Thwaites. Several officers of the Naval Yard were present, including Eng.-Lieut. Byles, Mr. Miller (constructor), Mr. Townsend (expense officer), and Eng.-Lieut. MacQueen. A presentation was made to Messrs. Dewing, Day and Pearce on their departure from the Colony, which takes place to-day.



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## PARIS LETTER.

LABOUR MEN IN PARIS.

PARIS, 8th July.  
A little too hot, and too many good things to eat are the only two complaints which the 350 members of the Association of Conservative Clubs and the Working Men's Club and Institute Union of London had to make previous to returning to England, after having spent a most enjoyable week among their French comrades, who did everything in their power to make the visit of their English confreres one never to be forgotten. There is not the slightest doubt that the visit of the English labour delegation will do a great deal of good; it was one of the results of the glorious *entrée cordée*.

The warmest of welcomes was extended to the British workmen on their arrival last Sunday morning at the Gare St. Lazare. They turned out a hale and hearty lot of fellows, good-natured, and full of fun and liveliness, so won the hearts of Parisians immediately. The weather was superb, and the long journey had been a most delightful one. Frocks coats and top hats were discarded in obedience to printed injunctions; straw hats, the Panama shape being especially in favour, and knock-about suits in harmony with the weather, were generally worn. Only those who had been selected to wait upon President Loubet were dressed in frock-coats and silk hats—at least they brought these with them. Nothing gave the delegates greater pleasure than to be off to Versailles. A tricolor ribbon was the outward and visible sign which each man wore. They were driven in brakes to the Quai d'Orsay station, where they entrained in a "special" for Versailles. On arriving at the latter historical place they were received on the steps of the *maison* by the deputy-mayor in evening dress surrounded by the town councillors, after which the numerous guests were conducted to a well-stocked buffet where champagne flowed like water. The speeches on both sides did not last long. Happier, three soul-stirring British songs were given after the mayor's speech, and the singing of "For he's a jolly good fellow." The latter, the councillors mistook for a new version of the National Anthem until told differently. After a brief visit to the palace and the extensive and beautiful grounds, the delegates returned to the Orangerie, where a magnificent *déjeuner* awaited them. The funniest of speeches then made was by an old professor, whose excuse for being inaudible was that "he had lost his voice in the cause of England, for he had spent years in teaching French boys to speak English." A splendid concert followed, however; the concert was given by Professor Champetier's clever class of Paris workmen from the dressmakers' workshops and metropolitan factories. Their very graceful dancing and clever singing aroused uproarious applause. A steamer lit up all over with Venetian lanterns conveyed the workmen as well as the work-girls to Paris. Not a bad programme for the first day. Next day twenty of the delegates made their way to the Elysée, where M. Loubet received them most cordially, and spoke a few well-chosen words on the object of their visit. The President's speech made a great impression on the British workmen, who responded in equally friendly terms. The British Embassy, which is only a few doors from the Elysée, had also prepared a very enthusiastic reception for their countrymen. Sir Edmund and Lady Monson intended that their guests should feel they were thoroughly "at home." The delegates felt overjoyed with the beauties of the Embassy—the finest of its kind in Paris. While strolling through the sumptuous rooms they came across a large portrait of their Sovereign, and saluted it. The gardens at the back, which never looked more lovely, were the scene of a very pretty ceremony; here Sir Edmund made a very homely speech in which he alluded to the organisers of the trip, Messrs. Hall and Bryan, replied in a witty manner. The banquet at the Continental Hotel was a gigantic gathering; it was given by the Republican Committee of Commerce and Industry, the speech-makers giving vent to most admirable sentiments. Nothing occurred to mar the success of the festivities. The delegates did not come to France out of mere curiosity, but to fulfil a far worthier mission—which they carried out to the letter. They have the satisfaction of having shown their desire to cement the feeling of international goodwill that ought to exist between the two great commercial countries. A delegation of French workmen will shortly visit England, where they will certainly be made as welcome. It is a pity that such an exchange of visits cannot take place at least twice a year.

**FAMOUS ACTRESS DEAD.**  
The death of Marie Laurent at the ripe age of 78 has caused widespread regret. Not only was she an exceptionally skilled *travagienne*, but her goodness of heart will ever remain engraved in the hearts of all those whom she befriended, and whose privilege it is to outlive their esteemed and charitable benefactress. The French stage may well be said to have sustained an irreparable loss, by the passing away of such a distinguished member. Like the rest of her talented family, she was a born actress; when only 12 years of age she made her debut at Rouen in *Fant and Virginie* in company with her brother; she then gave such bright promises that she was called to Paris where she obtained constant engagements at the principal theatres, playing many leading roles at the Odéon, Ambigu, Châtelet, and other favourite houses. In 1870-71, when the Siege of Paris was at its height, she formed a

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during the summer.

Bottles 1/4, 1/2, and 2/6 each.

M. BEE THAM & SON, Cheltenham.

1925

large ambulance in the Porto-St. Martin, and was incessant in tending the wounded for nearly six months. The children of poor and struggling artists looked upon her as a mother; the Orphanist des Arts, which she founded in 1881, showed what a sincere interest she took in every kind of philanthropic work, especially where children were concerned. She received the Croix de la Légion d'Honneur as a reward for her work for suffering humanity. Marie Laurent was twice married; her first husband was a celebrated singer, who died shortly after making the great actress his wife. The son of Marie Laurent takes after his mother as regards talent, and enjoys as much popularity not only in France but abroad.

## THE CHATELAIN'S MILLION.

Public opinion is satisfied with the unanimous decision arrived at by the Parliamentary Commission appointed, it will be remembered, to inquire into the alleged attempt to obtain a bribe from the monks of the Grande Chartreuse on the part of the Premier, and his son, and his private secretary, all three having been absolved. No one who knew M. Combes or his son believed for one moment that either gentleman was guilty of such a base charge. Though the sitting of the Commission is over, the political atmosphere is anything but serene; the French do not at all like the turn which political affairs have taken of late which indeed point to the re-opening of old sores. "I'll blow the wind that profits nobody." There are clear signs of a brewing agitation. The Carthusian monks affair, in which the Premier and his son were dragged, was but a "storm in a teacup"; had fewer false rumours circulated about the matter, it would long have been forgotten. The French, however, love teasing; this is especially the case in Parliamentary circles. As soon as M. Combes was accused of corruption he lost his proverbial presence of mind, and allowed his temper to get the upper hand of him; by so doing he played into the hands of his adversaries, who set about making as much mischief as they could out of what they concluded was capital crime, but which has fallen through from want of substantive evidence. Other political thunderstorms *L'Affaire d'Autriche*, details of which are still kept back, but which led to the arrest of several French officers on charges similar to those of Dreyfus. Anticipating a Ministerial crisis, if nothing worse, strong efforts are being made by certain politicians who are apparently riding to fall—to bring up that worn-out subject of the Dreyfus affair more on the tapis—being aware that the *cane-cane* is neither dead nor buried. It is a great pity that so little tact is shown. To what need can the Dreyfus case be turned by politicians? That's the question. It can do no more than so loudly complicate the present situation, which is already terribly entangled. So far as Dreyfus himself is concerned, he only wants his rehabilitation, which he is certain to get sooner or later, though it is no secret, it will cost France a pretty good penny.

## ANTI-RELIGIOUS LEGISLATION.

The abolition of Congregationalist schools in this country, a problem which the Senate is actually discussing in all earnestness, is another unsavoury plot served up to the nation. M. Guiller, who observes that in view of the enormous expenditure which such a step would entail, the Commission of Finance should be consulted concerning it. Such an abolition could not have sprung up at a more unfortunate time, when with great trouble, and at the price of prudence and financial skill, the Minister of Finance has performed a positive miracle—that of establishing the equilibrium of the Budget, and when he considers himself that it is impossible to foresee the changes that will result from the new military law, the law of assistance, and all the others. Fancy asking to consent to such heavy expenses as the abolition of Congregationalist schools, under the circumstance! "If I demand," says M. Guiller, "that the Commission of Finance should be consulted, it is therefore solely in the interests of the country, and I dare to hope that the Senate will not consent to vote, without being sure of every point, a law which must have for the State, the communes, and families, disastrous consequences." The passing of such a law would, according to another senator, be a blow against liberty; this is the way that most people of that way of thinking talk about it. General opinion, however, holds that M. Combes—on whose shoulders everything good or bad seems to fall of late—has acted in too sweeping a fashion altogether; the passing of a less intolerant law than that proposed, is urged.

**ROWLAND'S  
ODONTO  
WHITENS  
THE TEETH.**  
PREVENTS DECAY. SWEETENS THE BREATH.  
SOLD BY STORES AND CHEMISTS.

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LD.**  
have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 18th November, 1901. [175]

THE AMERICAN SYSTEM  
OF  
DENTISTRY

DR. M. H. CHAUN.  
37, DES VOEUX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [161]

## AN APPEAL.

**THE SISTERS** who direct St. ANTONIO'S CONVENT at Macao will be very thankful to Shopkeepers, Linen-drillers, Clothiers and Tailors in Hongkong, Macao, and elsewhere who will send to them remnants of material, books of patterns no longer used, and any pieces of cloth, no matter how small, of which they cannot make use.

Those who send will thus, at no cost to themselves, afford the numerous hands in the convent, especially the little ones, opportunity for useful occupation; for pieces of cloth, even of a square inch, can be stitched together and very pretty pieces of work made out of cloth that would otherwise be thrown away. These articles are bought by charitable persons, and the Sisters are thus helped to keep up their very large establishment, which is maintained by the alms of friends and in a great measure by the earnings of the girls themselves, who lead by no means an idle life within the convent walls.

Hongkong, 18th May, 1904. [127]

THE CIGARETTES OF THE  
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**  
ALEXANDRIA & CAIRO, EGYPT.  
**FINEST EGYPTIAN CIGARETTES.**

TRADE MARK.



**LOTUS.**  
Large Size \$5.00 per 100  
Gold Tippos. Medium Size  
\$3.75 per 100  
**ZAFAR.**  
Large Size \$4.60 per 100  
Medium Size \$4.20

**KARIM.**  
Large Size \$3.75 per 100  
Medium Size \$3.50  
**THABIT.**  
Large Size \$3.00 per 100  
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] **KRUSE & CO., CONNAUGHT HOUSE.**

**ALLEN'S  
LUNG BALSAM**

**CURES  
Coughs  
Colds  
Croup**

[1516-1]

## JOHN ROBERTS &amp; COMPANY, LTD

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specification, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Scarves, Mouldings, double bottled, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whippard Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling complete with the following accessories:—

- |   |   |
|---|---|
| 12 Selected Ash Cues                    | 1 Wall Cue Rack.                                |
| 1 Built Rest with Patent Brass Head.    | 1 Wall Butt Rack.                               |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed.                   |
| 1 Long Butt.                            | 1 Best Billiard Brush.                          |
| 1 Mid Butt.                             | 1 Set "Cry's" slate or "Bonzellio" Bill. Balls. |
| 1 Billiard Marking Board.               | 1 Box Best Cue Tips, Assorted.                  |
| 1 Dust Cover for Table.                 | 1 Cue Tip Fastener with File.                   |
| 1 Straightedge and 1 Circle.            | 1 Bottle Cue Cement.                            |
| 1 Best Spirit Level.                    | 1 Box Silk Spots.                               |
| 1 Smoothing Iron with Shoe.             | 1 Doseur Best White Chalk.                      |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Office of this paper.

Hongkong, 1st April, 1904.

[1027-1]

JAPAN  
COALS.

**mitsui BUSSAN KAISHA  
MITSUI & CO.**

HEAD OFFICE—1, SUNDSU-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

## OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, (Chien-shin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yonokusa, Nagoya, Osaka, Kobe, Kure, Shimodaira, Moji, Wakamatsu, Kanatsu, Nagasaki, Kuch



## SHIPPING.

## ARRIVALS.

ANONIN, German str., 1,001, F. Schaefer, 11th August, —Bangkok 3rd August, Rios and Wood, —Butterfield & Swire.

BADENIA, German str., 4,286, A. Rorden, 12th August, —Shanghai 9th August, General.

BENBOW, British str., 2,243, H. Sandow, 12th August, —Amoy 10th August, General.

BENLARI, British str., 2,510, A. Wallace, 12th August, —Shanghai 9th August, General.

CYBUS, British str., 2,174, H. Simmons, 12th August, —Rangoon 30th July, Rice, —Doddwell & Co.

DEVANOWSE, German str., 1,057, Chr. Kumpel, 11th August, —Bangkok 4th August, Rios and Wood, —Butterfield & Swire.

HANOI, French str., 7,8, P. Merles, 12th August, —Haiphong 9th August, and H. show 11th, Pigs and General, —A. R. Marcy & Co.

KWANGTAN, Chinese str., 1,516, W. H. Lunt, 12th August, —Canton 11th August, General, —Chinese.

MANCHE, French str., 1,684, Mounier, 12th August, —Saigon 8th August, General.

PAKING, British str., 2,874, G. Rodway, 11th August, —London and Singapore 6th August, General.

SMOANSINO, British str., 1,307, P. Frowbridge, 12th August, —Canton 11th August, General.

SIMLA, British str., 3,895, F. R. Summers, 12th August, —Shanghai 9th August, General.

TAIWAN, British str., 1,169, Harder, 12th August, —Shanghai 7th August, and Amoy 10th, General.

THALES, British str., 820, Robson, 12th August, —Fouchow via Amoy and Swatow 11th August, General.

TYE, Norwegian str., 1,412, D. L. Danielsen, 12th August, —Canton 11th August, General.

WHARFO, British str., 1,169, Partridge, 11th August, —Canton 10th August, General.

## CLEARANCES.

At the Harbour Master's Office, 12th August.

Beharig, British str., for Kolschong.

Cheongchow, British str., for Amoy.

Nagasaki, British str., for Bangkok.

Shanghai, British str., for Saigon.

Shanghai, British str., for Fouchow.

Whampoa, British str., for Shanghai.

Zofra, British str., for Manila.

## DEPARTURES.

ATHOLL, British str., for Yokohama.

BORG, Norwegian str., for Bangkok.

CARL DIEDERICHSEN, Ger. str., for Hollow.

CARL, British str., for Nagasaki.

COR MANDEL, British str., for Shanghai.

CREUS, British str., for Yokohama.

GLACIOUS, British str., for Shanghai.

HAYES, British str., for Swatow.

JAMES BRAND, British str., for Swatow.

KWANGTAN, Chinese str., for Shanghai.

LONGKANG, British str., for Manila.

LOOSCH, German str., for Bangkok.

MACDUFF, British str., for Shanghai.

MANCHE, French str., for Yokohama.

MARIA, Italian str., for Callao.

NUBIA, German str., for Hamburg.

PRONTO, Norwegian str., for Canton.

SIAM, British str., for Bangkok.

TEINAN, British str., for Australia.

TYE, Norwegian str., for Hongkong.

## VESSELS IN DOCK.

At the Docks, 12th August.

FOR ON DOCKS, — U. S. S. Pathfinder, Shanghai, H.M.S. Lethbridge, Glenaght, Letham, H.M.S. Robin, Wanchow, Tuk Hing.

COMBOLITAN DOCK, — Hermit.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 13th AUGUST, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "China," 7,011 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Ballarat," due in London on the 26th September.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 1st August, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above ports TO-MORROW, the 14th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers.

Hongkong, 11th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain E. J. Page, of 1058 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.

1st Class ... \$3.00 for Single journey

2nd Class ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

## VESSELS ADVERTISED AS LOADING.

| DESTINATION                          | VESSEL'S NAME | FLAG       | CAPTAIN       | FOR FREIGHT APPLY TO | TO BE DESPATCHED      |
|--------------------------------------|---------------|------------|---------------|----------------------|-----------------------|
| LONDON, &c. via PORTS OF CALL.       | SIMLA         | Brit. str. | F. R. Summers | P. & O. S. N. Co.    | To-day, at Noon.      |
| LONDON, AMSTERDAM & ANTWERP          | MOTU          | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 16th inst.            |
| LONDON & ANTWERP, via SINGAPORE, &c. | BORNEO        | Brit. str. | G. W. Gordon  | P. & O. S. N. Co.    | About 19th inst.      |
| LONDON, AMSTERDAM & ANTWERP          | PELHOS        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 30th inst.            |
| LONDON, AMSTERDAM & ANTWERP          | GLACIOUS      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 13th Sept.            |
| LONDON, AMSTERDAM & ANTWERP          | TEDEUS        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 30th Sept.            |
| MARSEILLES, &c. via PORTS OF CALL.   | TOURANE       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 23rd inst., at 1 p.m. |
| BREMEN, via PORTS OF CALL.           | P. VALDENAR   | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | Quick despatch.       |
| HAVRE, BREMEN & HAMBURG              | PREUSSIN      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 17th inst., 9 a.m.    |
| HAVRE & HAMBURG                      | BADENIA       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 15th inst.            |
| HAVRE & HAMBURG                      | SPEZIA        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 27th inst.            |
| HAVRE & HAMBURG                      | ANALUSIA      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 10th Sept.            |
| HAVRE & HAMBURG                      | SAMBA         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 20th Sept.            |
| HAVRE & HAMBURG                      | SCANDIA       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 4th Oct.              |
| HAVRE, LONDON & ANTWERP              | MONTENEGRO    | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 18th Oct.             |
| TRIESTE, &c. via SINGAPORE, &c.      | NIPPON        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 7th Sept.             |
| GENOA, MARSEILLES & LIVERPOOL        | SARPEDON      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 20th inst.            |
| NEW YORK, via PORTS & SUEZ CANAL     | LOMBARDUS     | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 31st inst., 3 p.m.    |
| NEW YORK via SUEZ CANAL              | EPHON         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 22nd Sept.            |
| VANCOUVER, via SHANGHAI, &c.         | HUBSON        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | About 13th inst.      |
| VICTORIA, B.C. & TACOMA, via JAPAN   | E. OF INDIA   | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 3rd Sept.             |
| VICTORIA, B.C. & TACOMA, via JAPAN   | ATHENIAN      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | About 15th Sept.      |
| PORTLAND, OREGON                     | SHAWMUT       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 24th inst.            |
| AUSTRALIAN PORTS                     | TELEMACHUS    | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 12th Oct.             |
| AUSTRALIAN PORTS                     | ARABIA        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 31st inst.            |
| KOBE                                 | EMPIRE        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 7th Sept.             |
| CHINKIANG                            | CHANGHAI      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 25th inst.            |
| TIENTSIN                             | PEKIN         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 17th Sept.            |
| SHANGHAI, NAGASAKI, HIogo & YOKOHAMA | CHANGHAI      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | Quick despatch.       |
| SHANGHAI                             | WYANG         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 15th inst.            |
| SHANGHAI                             | CHANGHAI      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 17th inst., 4 p.m.    |
| SHANGHAI                             | HANGSANG      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | Quick despatch.       |
| SHANGHAI                             | TAIWAN        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 16th inst.            |
| SHANGHAI                             | FORMOSA       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | About 23rd inst.      |
| SWATOW, via SWATOW & AMOY            | TRIUMPH       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 17th inst., 10 a.m.   |
| TAMSUI, via SWATOW & AMOY            | FRITHJOF      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | To-morrow, 10 a.m.    |
| SWATOW, AMOY & TAMSUI                | M. STURVE     | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 21st inst., 10 a.m.   |
| SWATOW, CHEFOO & TIENTSIN            | THALES        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | To-morrow, 10 a.m.    |
| MANILA DIRECT                        | KANON         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 25th inst.            |
| MANILA                               | TEAN          | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | To-day, at 10 a.m.    |
| MANILA                               | EMPIRE        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 16th inst.            |
| MANILA                               | SHAWMUT       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 17th inst., at Noon.  |
| MANILA DIRECT                        | YOUNG         | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | About 17th inst.      |
| CEBU & ILOILO                        | RUBI          | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 10th inst.            |
| KODAT & SANDAKAN                     | KAFONG        | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 20th inst., 10 a.m.   |
| SINGAPORE, PENANG & CALCUTTA         | MAUSANG       | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 18th inst.            |
|                                      | C. APCAR      | Brit. str. | G. W. Gordon  | BUTTERFIELD & SWIRE  | 24th inst., 2 p.m.    |

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Steamship

## "EMPIRE."

Captain Helms, will be despatched for the above port on WEDNESDAY, the 17th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904.

## "SHIRE" LINE STEAMSHIP CO.

## FOR HAVRE, LONDON AND ANTWERP.

## THE Company's Steamship

## "MERIONETHSHIRE."

Captain G. C. Cunliffe, will be despatched for the above ports on WEDNESDAY, the 17th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904.

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the INDIA CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 a.m.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

## STEAM TO CANTON.

## REDUCED FARES.

## THE Commodious Steel Twin Screw Steamer

## "TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.

FARES—Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 0.60

Storage ... 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S.S. CO., 309, Des Voeux Road Central.

Hongkong, 9th July, 1904.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

STEAMER, TONS, CAPTAIN, SAILING DATE.

SHAWMUT 9,666 W. M. Smith Wednesday, August 21st

TRENTON 9,666 T. W. Garlick Saturday, October 1st

For Freight or Passage apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 11th August, 1904.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP, TONS, CAPTAIN, FOR, SAILING DATE.

ZAFIRO 2540 R. Rodger Manila direct. Sat. 13th Aug., 10 a.m.

RUBI 2540 R. W. Almond Manila direct. Sat. 20th Aug., 10 a.m.

PERLA 1980 A. H. Netley

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th August, 1904.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS

KOBE (PEKIN) W. W. Cooke, E.N.R. About 12th August } Freight only.

LONDON, &c. (SIMLA) F. R. Summers Noon, 13th August } See Special Advertisement.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORTSAID (BORNEO) G. W. Gordon, E.N.R. About 19th August } Freight and Passage.

SHANGHAI and KOBE (FORMOSA) B. H. W. Snow About 23rd August } Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th August, 1904.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS, DESTINATIONS, SAILING DATES.

BADENIA (HAVRE, BREMEN and HAMBURG) On 15th Aug. Freight.

SPEZIA (HAVRE and HAMBURG) On 27th Aug. Freight.

ANDALUSIA (HAVRE and HAMBURG) On 10th Sept. Freight.

SAMBA (HAVRE and HAMBURG) On 20th Sept. Freight.

SCANDIA (HAVRE and HAMBURG) On 4th Oct. Freight & Passengers.

SUEVIA (HAVRE and HAMBURG) On 18th Oct. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS, SAILING DATES, 1904.

PREUSSIN ... WEDNESDAY ... 17th August

PRINZ HEINRICH ... WEDNESDAY ... 14th September

BAYERN ... WEDNESDAY ... 28th September

SACHSEN ... WEDNESDAY ... 12th October

ZIETEN ... WEDNESDAY ... 26th October

PRINZESS ALICE ... WEDNESDAY ... 9th November

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 23rd November

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 7th December

PRINZ HEINRICH ... WEDNESDAY ... 21st December

On WEDNESDAY, the 17th day of AUGUST, 1904, at 9 a.m., the Steamship "PREUSSIN," Captain E. Prehn, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 16th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th August.

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## POST OFFICE NOTICES.

Books containing—  
16 Postage Stamps of 4 cents  
12 " " " 2 cents  
12 " " " 1 cent  
may be obtained at the counter of the General Post Office and at Kowloon Post Office.  
In future, there will be one delivery of correspondence each day on weekdays only in Shaokwan leaving General Post Office at noon. Pillar boxes at Arsenal Street and Percival Street will be cleared four times a day as under—  
Percival Street (8.00 a.m. 2.00 p.m.)  
Arsenal Street (8.05 a.m. 2.05 p.m.)  
Mails will close—  
FOR DATE  
Canton, 13th, 7.30 a.m.  
Manila, 13th, 9.00 a.m.  
Saigon, 13th, 9.00 a.m.  
Chingwan and Durban, 13th, 10.00 a.m.  
Yap, S. Ipan, Kik, Ponape, Kussai, Jaluit, Nauru, Ocean Island and Sydney, 13th, 10.00 a.m.  
Europe, &c., India via Taticoria, 13th, 10.00 a.m.  
Extra (Late Letters 1.00 to 11.30 a.m. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

| FOR  | DATE | TIME               |
|--|------|--------------------|
| Canton, 13th, 7.30 a.m.  | 13th | 7.30 a.m.          |
| Manila, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Saigon, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Chingwan and Durban, 13th, 10.00 a.m.  | 13th | 10.00 a.m.         |
| Yap, S. Ipan, Kik, Ponape, Kussai, Jaluit, Nauru, Ocean Island and Sydney, 13th, 10.00 a.m.                      | 13th | 10.00 a.m.         |
| Europe, &c., India via Taticoria, 13th, 10.00 a.m.   | 13th | 10.00 a.m.         |
| Extra (Late Letters 1.00 to 11.30 a.m. Extra Postage 10 cents.)  | 13th | 1.00 to 11.30 a.m. |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)            | 13th | 1.00 to 11.30 a.m. |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | 13th | 1.00 to 11.30 a.m. |

AMOI, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.  
(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

|  |      |                    |
|--|------|--------------------|
| Manila, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Saigon, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Chingwan and Durban, 13th, 10.00 a.m.  | 13th | 10.00 a.m.         |
| Yap, S. Ipan, Kik, Ponape, Kussai, Jaluit, Nauru, Ocean Island and Sydney, 13th, 10.00 a.m.                      | 13th | 10.00 a.m.         |
| Europe, &c., India via Taticoria, 13th, 10.00 a.m.   | 13th | 10.00 a.m.         |
| Extra (Late Letters 1.00 to 11.30 a.m. Extra Postage 10 cents.)  | 13th | 1.00 to 11.30 a.m. |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)            | 13th | 1.00 to 11.30 a.m. |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | 13th | 1.00 to 11.30 a.m. |

EUROPE, &c., India via Taticoria, 13th, 10.00 a.m.  
(Late Letters 1.00 to 11.30 a.m. Extra Postage 10 cents.)

|  |      |                    |
|--|------|--------------------|
| Manila, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Saigon, 13th, 9.00 a.m.  | 13th | 9.00 a.m.          |
| Chingwan and Durban, 13th, 10.00 a.m.  | 13th | 10.00 a.m.         |
| Yap, S. Ipan, Kik, Ponape, Kussai, Jaluit, Nauru, Ocean Island and Sydney, 13th, 10.00 a.m.                      | 13th | 10.00 a.m.         |
| Europe, &c., India via Taticoria, 13th, 10.00 a.m.   | 13th | 10.00 a.m.         |
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| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | 13th | 1.00 to 11.30 a.m. |

TO-DAY.  
Sale, Miscellaneous Articles, Sales Room.  
Messrs. Hughes & Hough, 11 a.m.  
Sale, Household Furniture, 4, Ormsby Villas.  
Kowloon, Messrs. Hughes & Hough, 2.30 p.m.  
Spoon Competition, Hongkong Rifle Association, 2.30 p.m.  
Metropole Theatre, Metropole Hotel, 9 p.m.

COMMERCIAL.  
CLOSING QUOTATIONS, 12th August.

ON LONDON.—  
Telegraphic Transfer, 1/10  
Bank Bills, on demand, 1/10  
Bank Bills, at 30 days sight, 1/10  
Bank Bills, at 4 months sight, 1/10  
Credits, at 4 months sight, 1/10  
Documentary Bills, 4 months sight, 1/10

ON PARIS.—  
Bank Bills, on demand, 23 1/2  
Credits, at 4 months sight, 23 1/2

ON GERMANY.—  
On demand, 19 1/2  
New York, 19 1/2  
Bank Bills, on demand, 4 1/2  
Credits, at 60 days sight, 4 1/2

ON RY.—  
Telegraphic Transfer, 137 1/2  
Bank, on demand, 137 1/2  
Bank, on demand, 137 1/2

ON CALCUTTA.—  
Telegraphic Transfer, 137 1/2  
Bank, on demand, 137 1/2  
Bank, on demand, 137 1/2

ON SHANGHAI.—  
Bank, at sight, 7 1/4  
Private, at sight, 7 1/4  
Private, at sight, 7 1/4

ON MANILA.—  
On demand, 200  
On demand, 200  
On demand, 200

ON SINGAPORE.—  
On demand, 100  
On demand, 100  
On demand, 100

ON BATAVIA.—  
On demand, 100  
On demand, 100  
On demand, 100

ON HONGKONG.—  
On demand, 100  
On demand, 100  
On demand, 100

ON SINGAPORE.—  
On demand, 100  
On demand, 100  
On demand, 100

ON SINGAPORE.—  
On demand, 100  
On demand, 100  
On demand, 100

ON SINGAPORE.—  
On demand, 100  
On demand, 100  
On demand, 100

ON SINGAPORE.—  
On demand, 100  
On demand, 100  
On demand, 100

## JOINT STOCK SHARES.

Hongkong, 13th August.

| COMPANY                | PAID UP | QUOTATIONS     |
|------------------------|---------|----------------|
| Bank of China          | 125     | 49 1/2, buyers |
| Bank of Communications | 125     | 49 1/2, buyers |
| Bank of India          | 125     | 49 1/2, buyers |
| Bank of Japan          | 125     | 49 1/2, buyers |
| Bank of Korea          | 125     | 49 1/2, buyers |
| Bank of Persia         | 125     | 49 1/2, buyers |
| Bank of Siam           | 125     | 49 1/2, buyers |
| Bank of the East       | 125     | 49 1/2, buyers |
| Bank of the Orient     | 125     | 49 1/2, buyers |
| Bank of the South      | 125     | 49 1/2, buyers |
| Bank of the West       | 125     | 49 1/2, buyers |
| Bank of the North      | 125     | 49 1/2, buyers |
| Bank of the Middle     | 125     | 49 1/2, buyers |
| Bank of the East       | 125     | 49 1/2, buyers |
| Bank of the West       | 125     | 49 1/2, buyers |
| Bank of the North      | 125     | 49 1/2, buyers |
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| Bank of the North      | 125     | 49 1/2, buyers |
| Bank of the Middle     | 125     | 49 1/2, buyers |
| Bank of the East       | 125     | 49 1/2         |







